

REPORT

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SUPPLEMENT TO
REPORT NO.

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2. Five-year plan

- a. 20 cargo vessels are to be built as follows:

| | <u>Type I</u> <u>1,100 GRT</u> | <u>Type II</u> <u>2,200 GRT</u> | <u>Type III</u> <u>4,500 GRT</u> | <u>Type IV</u> <u>6,500 GRT</u> |
|--------------|-----------------------------------|------------------------------------|-------------------------------------|------------------------------------|
| 1951 | - | - | - | - |
| 1952 | - | - | - | - |
| 1953 | 3 | 1 | 1 | - |
| 1954 | 3 | 1 | 1 | 1 |
| 1955 | 4 | 3 | 1 | 1 |
| Total | 10 | 5 | 3 | 2 |

- b. The estimated cost of production every year under this scheme is as follows:

| | <u>Type I</u> | <u>Type II</u> | <u>Type III</u> | <u>Type IV</u> | <u>Sum</u> |
|--------------|---------------|----------------|-----------------|----------------|--------------------|
| 1951 | 1,500 | - | 1,400 | - | 2,900 TDM |
| 1952 | 9,100 | 2,800 | 7,500 | 3,200 | 22,600 TDM |
| 1953 | 7,700 | 9,000 | 10,000 | 11,000 | 37,700 TDM |
| 1954 | 8,000 | 10,900 | 9,000 | 15,700 | 43,600 TDM |
| 1955 | 3,700 | 7,300 | 5,900 | 8,000 | 24,900 TDM |
| Total | 30,000 | 30,000 | 33,800 | 37,900 | 131,700 TDM |

- c. The cost per ship in TDM, according to the estimate of costs

| | <u>Type I</u> | <u>Type II</u> | <u>Type III</u> | <u>Type IV</u> |
|--------------|---------------|----------------|-----------------|----------------|
| 1st ship | 3,750 | 7,500 | 13,000 | 19,900 |
| 2nd " | 3,750 | 6,500 | 11,000 | 18,000 |
| 3rd " | 3,350 | 5,900 | 9,800 | |
| 4th " | 3,350 | 5,200 | | |
| 5th " | 2,900 | 4,800 | | |
| 6th " | 2,900 | | | |
| 7th " | 2,600 | | | |
| 8th " | 2,600 | | | |
| 9th " | 2,400 | | | |
| 10th " | 2,400 | | | |
| Total | 30,000 | 30,000 | 33,800 | 37,900 |
| | | | | 131,700 |

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3. Alternative proposal:

a. In order to cut down the cost and also the avoid dispersal of qualified labor, it is proposed that only one type of ship be constructed at each yard at one time. According to this plan, construction of Type I should begin in Wismar and of Type IV in Warnemünde.

b. By 1955, 22 ships can be constructed according to this plan.

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c. Plan for completion of 22 ships:

| | <u>Type I</u> | <u>Type II</u> | <u>Type III</u> | <u>Type IV</u> |
|------|---------------|----------------|-----------------|----------------|
| 1953 | 3 | - | - | - |
| 1954 | 7 | 1 | - | 2 |
| 1955 | 1 | 4 | 3 | 1 |

d. Costs per ship according to this plan are as follows:

| | <u>Type I</u> | <u>Type II</u> | <u>Type III</u> | <u>Type IV</u> |
|------------|---------------|----------------|-----------------|----------------|
| 1st ships | 3,750 | 5,800 | 10,000 | 20,200 |
| 2nd ships | 3,750 | 5,200 | 9,000 | 17,750 |
| 3rd ships | 3,290 | 4,800 | 8,200 | 15,750 |
| 4th ships | 3,290 | 4,400 | | |
| 5th ships | 2,925 | 4,200 | | |
| 6th ships | 2,925 | | | |
| 7th ships | 2,625 | | | |
| 8th ships | 2,625 | | | |
| 9th ships | 2,390 | | | |
| 10th ships | 2,390 | | | |
| 11th ships | 1,940 | | | |
| Total | 31,900 | 24,400 | 27,200 | 53,700 |

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5. a.

18 ships are to be constructed in the five-year plan as follows:

| | |
|-------------------|-----------|
| 8 ships of Type I | 1,100 GRT |
| 4 " " Type II | 2,200 GRT |
| 3 " " Type III | 4,500 GRT |
| 3 " " Type IV | 6,500 GRT |

18 ships 50,600 GRT

b. Intended dates of completion are as follows:

| | <u>Type I</u> | <u>Type II</u> | <u>Type III</u> | <u>Type IV</u> |
|------|---------------|----------------|-----------------|----------------|
| 1951 | - | - | - | - |
| 1952 | - | - | - | - |
| 1953 | 2 | 2 | 1 | - |
| 1954 | 3 | 1 | 1 | 2 |
| 1955 | 3 | 1 | 1 | 1 |
| | 8 | 4 | 3 | 3 |

c. The cost of these ships would be as follows:

| | <u>Type I</u> | <u>Type II</u> | <u>Type III</u> | <u>Type IV</u> | <u>Total</u> |
|------|---------------|----------------|-----------------|----------------|--------------|
| 1951 | 1,500 | - | - | 400 | 1,900 |
| 1952 | 7,400 | - | - | 8,100 | 15,500 |
| 1953 | 14,640 | 2,500 | 2,700 | 22,200 | 42,040 |
| 1954 | 1,560 | 13,450 | 13,700 | 22,600 | 51,310 |
| 1955 | - | 4,250 | 10,800 | 400 | 15,450 |
| | 25,100 | 20,200 | 27,200 | 53,700 | 126,200 |

d. It is still undetermined whether the GDS will receive 18 or 22 ships under the Five-Year Plan. According to the preliminary estimates, the cost for 18 ships would be 126,200 TDM, and for 22 ships would be 137,200 TDM.

6. The Creation of a Central Construction Bureau for Shipbuilding:

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a. At present, offices for planning, construction, research and development are distributed in a number of different localities. The repair program is dealt with in Berlin while the building program is handled in Warnemünde, Stralsund, and Rosslau, and the research office for towing experiments is located in Berlin-Koepenick. Thus the necessary cooperation, as well as coordination of work among various shipyards is lacking.

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- b. If the shipbuilding industry is to cope with the large fleet to be built, all offices involved must, in view of the acute shortage of qualified personnel, be centralized as quickly as possible.
- c. As a site for the centralization, only Rostock can be considered. As a shipping center it offers possibilities for dealing with the requirements of builders and, at the same time, offers the necessary contacts with the university and with the Engineers' School which is now under construction.
- d. It is, therefore, proposed that a central construction bureau, (Zentrales Konstruktions Büro für den Schiffbau) be instituted at Rostock on 1 January 1951. The bureau should absorb the following offices:
 - 1) The Warnemünde construction office (KobU)
 - 2) The Berlin-Koepenick construction office
 - 3) The central office of standards
 - 4) The towing experimental stations (to be built)
- e. The proposed central construction bureau would establish a center for projects and planning tasks for the whole shipbuilding industry at Rostock.

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